

Aviation News

MCGRAW-HILL PUBLISHING COMPANY, INC.

APRIL 22, 1946



Luxury Helicopter: Auto-type accommodations feature the latest Bell helicopter, the five-place Model 42, announced last week. Second entry of the Buffalo firm into the commercial helicopter field the Model 42 has a 450-hp. engine, a gross weight of 4,891 lbs., and a normal useful load of 1,445 lbs. It uses the same patented two-blade rotor and automatic gyro stabilizing bar system as does the two-place Model 47, recently approved by CAA for commercial use.

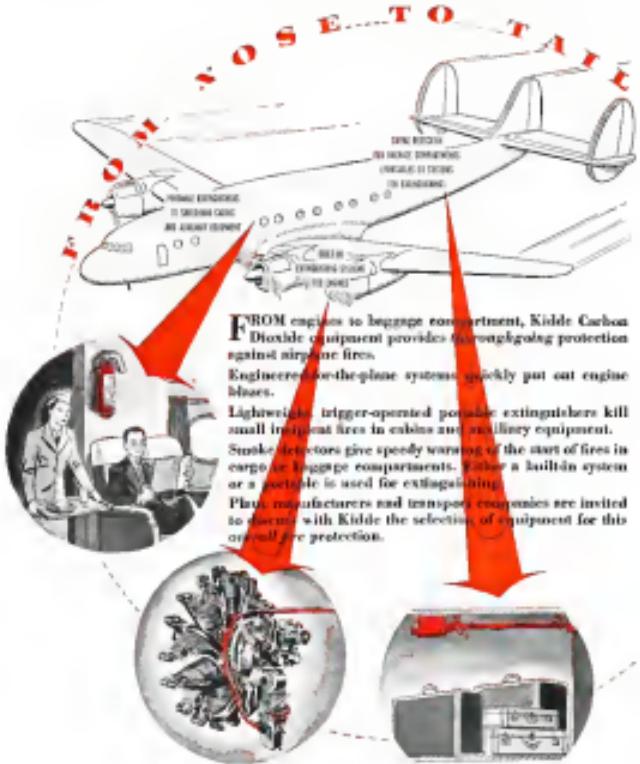
Perplexing Air Show Problem Nearing Settlement

Industry groups mapping pattern for national program, deciding sanctioning setup.....Page 7

Non-Scheduled Operators Ask Federal Regulation

New York conference brings demand for formal recognition of new industry.....Page 16

FIRE PROTECTION...



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Kidde

THE AVIATION NEWS

Washington Observer



CONTROL TOWERS—Although CAA's request for funds to operate airport control towers was turned down by the House Appropriations Committee, the issue has not ended there. Final action on the appropriation bill probably will not be until the end of this month or early May. Meanwhile, aviation interests are organizing to support CAA on this question. Rep. Karl Stender (R., Neb.) has no longer on his website in the Appropriations Committee's office to have CAA operate the towers and be reimbursed by municipalities. Stender pointed out that no city or state was going to keep funds off employment of personnel that it was paying.

AIR POLICY BOARD—The bill by Sen. Hugh Mitchell (D., Wash.) to set up a National Air Policy Board in work out a coordinated program for the joint use of U.S. air power during peacetime is headed for legislative disengagement. Mitchell has announced that hearings on the measure will open May 3, before his subcommittee of the Senate Commerce Committee. There is already a move underway in Senate Commerce Committee—ostensibly gauging in clause to jurisdiction over commercial aviation matters to require that, if and when the Mitchell bill is reported out of Interstate, it be referred for further consideration to Senate Commerce Committee. Logically, the Mitchell bill should come within the purview of the Military Affairs Committee. Mitchell, however, should draft the legislation as an amendment to the 1948 Transportation Act, making certain its referral to Interstate Commerce—where it stood in his chamber for approval.

PARTS PROBLEM EASING—As the flow of surplus aircraft parts to War Assets Administration agents increases (Aviation News, April 8), airlines are using the problem of getting spare parts for transports bought from surplus. Greatest difficulty is the part was losing the parts, but this is essentially solved when WAA sends them in agents. Trend is for airlines to deal with agents, rather than direct with WAA Acquisition at supplier, and price the same.

THOMAS BILL DELAY—Action by the full Senate Military Affairs Committee on the Thomas bill, reorganizing the armed services into a single Department of Defense and giving the air forces to repair status with land and sea forces will go over for a week or more, while members of the committee and hearings and study the measure. Despite its Presidential backing, the legislation is given only a half-hearted chance for enactment. Naval champions on Capitol Hill, op-

posed to an aviated service manager, are expected to delay action to defeat the bill, leaving the War and Navy Departments to work out their own system for greater coordination in overlapping activities.

President Truman's changes at a press conference last week of naval lobbying in Congress to defeat his manager proposal were quickly countered by changes of Army lobbying from members of Congress.

* * *

JET SECRET LEAKS—Increasing concern by Army and Navy top officials over leaks concerning supposedly secret jet aircraft projects probably will result in all future jet fighters and bombers being tested in secrecy at Marine Attack Flight Test Base on the Mojave Desert.



Convair YA-41 close-support attack plane (See Page 8)

HANGAR FLYING

LOCKHEED

THE BUSTED WINDOW AT 20,000

Rocking windows out of airplanes isn't what you'd call approved aeronautical etiquette. But, not so long ago, Lockheed did just that during flight tests on the Corporation's *Nanuck* cabin.

Back in the days when Wiley Post was making his pioneering sweeps at the stratosphere, Lockheed engineers, of course, had learned a lot about supercharging engines during groundwork (and already on the old Lockheed XC-35, the first plane with a fully pressurized cabin).

From the knowledge thus gained about pressuring, testing and supercharging, the research men then perfected the famous *Nanuck* cabin. Now, while the *Gondolaire* climbs along at 20,000 feet, the altitude inside the ship is a mere 8,000.



Lockheed learned an knowing what would happen to people if pressure went down (which is unlikely, since either of two superchargers can carry the load). So one day, in a carefully planned experiment, they hatched out a window at 20,000, with 64 switches picked, voluntary people around, the pressure and the plane descended smoothly, and no serious discomfort turned up.

Q.E.D. If an unknown factor crops up at Lockheed, it doesn't stay unknown long. This kind of efficient elasticity makes for good planes and good hangar flying.

L to L for L

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AVIATION NEWS

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News at Deadline

Critical ATC Personnel Shortage

Discontinuance of all Air Transport Command operations in the Pacific may be necessary in May, Lt. Gen. Harold L. George declared, unless a critical personnel shortage is overcome. Representatives of ATC and United Air Lines met last week in Hawaii in an effort to procure those men who are still available necessary to keep ATC functioning in the Pacific. Failure of negotiations may mean suspension of ATC operations in the area "for the safety of all concerned."

Route Case Participation

Active Post Office Department participation in Civil Aviation Board route cases has been assured following warm endorsement of the plan by the Postmaster General, CAB Chairman L. Welch Pogue and James M. Jones, who will succeed Pogue in June. A nine-man route review unit has been set up by the Post Office Department to prepare data in support of any applications which cannot obtain before with substantially improve service. Post Office officials recently participated in a Los Angeles Helicopter proceeding and have indicated interest in helicopter operations in seven other areas. The department views the "most competitive" state establishment of feeder routes in the Rocky Mountain area and may file briefs in support of additional local service in other areas presented.

MPA's Final Report Due

The National Planning Association's final report on the aircraft industry now is at the printers and is expected to be issued within a week. A summary of recommendations already has been issued in an interim report (AVIATION NEWS, June 25, 1945). The final report points out the government's and industry's role in research and development which must be maintained.

Vogelback To Design

William Vogelback will assume as head of the aircraft division of Foreign Liquidation Commission as soon as become ELC commissioners in the Central Pacific with headquarters in Manila. Vogelback will have charge of disposal overseas of all surplus goods.



Representatives of Air Line Pilots Association's Engineering & Astronautics Advisory Committee have obtained from a test of initial factors with data showing landing speeds at 80 mph for the Martin 222, Douglas DC-8, Douglas DC-4, Lockheed Constellation, Convair 100, 80 mph at full gross and 70 mph at landing weight, Douglas DC-6 at 85 mph, Republic Riviera 95 mph, Boeing Stratocruiser 100 mph.

Financial records delivered to Col. G. S. Parker in the US Troop Carrier Command, Greenville, S. C. On the basis of tests already made, the Command plans to use the Rivetair exclusively "so the cost can develop faster," according to Maj. Gen. Paul L. Williams, commander.

Four exchange of safety information between the stations, especially the sharing of data on minor cases of malfunctioning of equipment, will be initiated shortly by the operations division of the ATA. This will include reporting of damage in company regulations put into effect as soon as possible.

Although little publicized, a request by the Post Office Department for a census funds for mobile lighting procedures is worrying feeder airline proponents who say the stations' lighting costs basic as possible compared with annual to and out of small towns.

The stations are investigating new-type flight rotodomes to overcome pre-war interference difficulties. Usual 1941 rotation, which were installed in the test, showed already clearly that CAB regulations was lifted until more effective methods could be obtained.

At least 15 groups are engaged in experimentation on electronic devices or systems which may improve or reduce cost. Research is such as to encourage rapidly that airline expenses are being divided in following programs of the rapidly rising field. Work includes Bendix, RCA, Raytheon, Philco, Houston, Allis-Chalmers, General Electric, Officine, Western Electric, Sperry, Telechron, Federal Telephone, Westinghouse, Canadian Railway Signal, plus the CAB, and its own work.

Several new enterprises, mainly handled by ex-servicemen, airport difficulties or finding adequate airport locations for establishing aerial maintenance and control base, covering especially some of the major non-scheduled passenger and cargo bases. In a few cases, municipalities are taking over Army air bases as the placing of new airports that they will not use for the facilities. One airport study is disclosed by A. H. Nease, director of Airports for Louisville, who reports that the Louisville and Jefferson County Air Board will either build their own operator (in use of two large hangars) and a sub-depot machine shop shortly.

ATA has asked the Aircraft Industries Association to go on record against the transportation integration proposal of the Transportation Association of America, as expected in its 10th annual meeting, will not take sides on whether surface carriers should fly commercial aircraft.

The largest surviving fleet of Boeing 247's, built in the early '30's for United Air Lines, is believed to be the best type being used by American, Colombian and Chile. NACA may win another major battle against drag and heating, similar to its accomplishments with the NACA cowling. Test rigs underway point in an increase of nearly 50 percent in cooling efficiency with insulation decrease in drag. This is accomplished by using exhaust nozzles in engine bays beside the nacelle, facing the exhaust from the engine to draw air more from the outer zone. This also reduces exhaust back pressure and eliminates the exhaust flame.

Introduction of water rats per cent being flight tested is reported to improve rate of thrust nearly 100 percent.

Announcement of further improvements in aircraft structures will be forthcoming this year. One industry group reports that 13-mm. 760-watt gearmotor motors will be available soon weighing about half as much as former generation, and no more than 5 inches long, 6 inches diameter.

Performance Pays off



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April 22, 1948

Perplexing Air Show Problem Well On Way to Settlement

Industry groups now are developing national pattern, clearly defining various classifications of meets and displays, and moving one question of encroaching them.

By SCOTT HERSHEY

The perplexing problem of aircraft shows, air races and air meets—which has been the industry since the end of the war—now, as well as the way it is being settled with all organizations branches of the industry agreed as the extent to which they should be supported.

There is scarcely an air-minded community of any size which does not—and properly—want to have an aerial show. In order to make these shows a success they must have the support of some important segment of the industry. The industry knows this and wants to support the shows as far as is possible.

Fully Discussed—The problem has been discussed among representatives of the Aircraft Industries Association, the National Aerospace Association, the Army Air Forces, the Navy, the Aviation Distributors and Manufacturers Association, the Civil Aeronautics Administration, the Air Power League, the National Aviation Trade Association, the Aeromarine Training Society, the Air Transport Association, the Air Force Association, the National Advisory Committee for Aeronautics and other groups.

The Joint Aviation Operations Committee, which includes three agencies and others, has agreed on a policy, not yet formally approved, which is essence is this:

P Two restricted air shows a year, one on the East Coast and one on the West Coast, with industry participation and probably to be staged by the Aircraft Industries Association. Present plan is to stage two shows this year. The location has not been decided.

One authorized air race a year. The NAA, governing body of sport-

ing aviation in the United States, has issued its official sanction for the National Air Races at Cleveland, where the Labor Day week is Aug. 28-Sept. 3. The sanction was signed by William R. Erey, NAA president, and Frederick C. Crawford, president of the races and of Thompson Products Corp.

Under terms of the sanction the races will be conducted according to the regulations of the Federation Internationale de l'Aeronautique. International and performance meets will be substantially similar as national and international records.

Opposition Expected—The proposal in motion one reinforced air race a year is expected to meet with considerable opposition as it affects several proposed meets. An air race, of course, is not of any value for record-making purposes unless sanctioned by the NAA.

Another proposal tentative?

agreed as is fit 40 regional or state air meets a year. The distinction between meet and race is that it is more the emphasis in an educational activity with competitive element reduced. At a race the competitive aspect is paramount.

World Feature Ground Displays—These regional or state meets might have some races, but they also would have ground displays just as would be held at a static air show. Participants would be permitted to participate and dealers and distributors would be encouraged to do so.

Non-recreational activities, such as the Milwaukee "Centennials," this summer will be regulated by the group as though apart and not be counted because the maximum number of shows, races or meets already had been scheduled.

Blackout Opposed—West Coast surface company presidents, in recent closed sessions of the western region AIA, disapproved of the AIA recommendation that member companies participating in other shows be prohibited from participating in any shows for 12 months.

The AIA proposal actually was that local participation be permitted as a community responsibility, local community regulations would be necessary dictating partici-



M.A. Session Cleveland meets: William R. Erey, president of the National Aerospace Association, and Frederick C. Crawford (left), president of the National Air Races, discuss the annual event to be held at Cleveland Aug. 28-Sept. 3 as Col. Romeo Taffety (center), secretary of many National Air Race events, looks on.



SEAGULL ON WHEELS:

The Navy's Curtiss SC-1 Seagull, originally designed for catapult operations with ships, is shown here in a conversion to wheel landing gear.

reduces us left as a matter of course.

Four To See Bill Revises — Concern has been expressed among some manufacturers over establishing a policy now which might become too inflexible because of the language of the rules. The suggestion has been made that the personal aircraft manufacturers had most to gain from such and that they be

Overseas Bases

Key foreign bases in the European network maintained by the U.S. during the war may be turned over to the Civil Aviation Administration. A message from the President to the Senate Appropriations Committee asks for supplemental funds for the undertaking.

The President asked \$10,000,000 for CAA maintenance of the foreign bases needed in international operations. It is suggested that the committee consider giving the CAA a few months of the present fiscal year. This allocation probably will be passed on the veterans' deficiency appropriations bill, which is expected to be signed by the House before June 15. The Appropriations Committee has asked \$10,000,000 for CAA operation of the bases during the 1945 fiscal year plus one requested \$10,000,000. Senator Stearns—*in* a measure that CAA will operate the facilities during the above period until a permanent plan is worked out. The President suggested that operation of the bases would be turned over to the military in which case the law would come in at \$10,000,000 for the contractors concerned to operate them, and ultimately would be turned over to an international organization.

Allocated largest share of span.

Discussions in the industry have indicated the impracticability of a large meeting involving all shop problems. It was agreed, then, among the manufacturers that a conference be set up consisting of the chairman of the eastern and western regional executive committees of the group, the chairman of the Personnel Aircraft Council, the executive director of the AIA and the manager of the Personnel Aircraft Council, to handle the matter.

West Coast Action—On the West Coast there was a feeling that individual member companies should be free to participate in an unorganized AIA club if they so desired. A general AIA committee was created to assist in giving policies covering the "new" areas. AIA-passed shows that a short duration club based on a one-year contract for a fee not to exceed \$10,000.

After disapproving of the penalty proposals, western presidents indicated marked interest in participating in a show to be staged in Los Angeles June 1-2 by the Los Angeles Engineers.

Three Aviation Conferences Scheduled in Milwaukee

Three joint aviation conferences sponsored by the National Aerospace Association will be held this summer in Milwaukee during the period of that city's "Centennial" celebration.

A conference on private flying is scheduled for July 25-26, one on air youth training for July 26-28. The third, the Joint Airport Users Conference is slated for the week beginning July 14, and will feature displays and discussions of airport construction machinery and equipment.

Job 'Superseniority' Policy Due Soon

House Subcommittee proposes revision to protect employees; Senate Court to rule on test case.

With an employment discrimination problem possibly more acute than any other industry, aircraft companies have been given some hope that a universal and binding policy may be forthcoming soon as one of the main aspects of that problem—the "superseniority" right of veterans.

A subcommittee of the House Military Affairs Committee has completed hearings on a bill that would retain employees after discharge from the service unless they were following the terms of the Selective Service Act. In addition, the Supreme Court has decided to review a case in which a veteran lost his job because of lack of sufficient seniority and sued his employer.

Question Is Vital—The abnormal expansion of personnel in the aircraft industry during the war has made veterans' job rights a particularly ticklish question in the industry. The Selective Service Act guarantees a veteran his old job and Director Lewis R. Hershey takes the attitude that the veteran need get it regardless of other employment opportunities.

Under the new employment provisions, western presidents indicated marked interest in participating in a show to be staged in Los Angeles June 1-2 by the Los Angeles Engineers.

Crosses Split—In several local cases courts have split, some upholding Hershey's view, others ruling that the defending factor must be seniority alone.

The greatest worry in the situation for the industry is that an employer who loses his job, and is reinstated later because of a court decision, must be given pay retroactive to the time of his discharge. H. R. 5550, sponsored by Reps. Walter G. Andrews (R., N. Y.) and George L. K. Moseley, would permit a contractor to retain past rights only when the agency made a finding that the research and development work could not be undertaken on any other basis, or when the contractor had made previous contributions to the development of the invention through research financed by the contractor. In all cases, the Government would have to be granted a non-exclusive, royalty-free license.

Army, Navy Strongly Criticize Patent Provisions of Science Bill

Patterson, Kinsey letters opposing proposals are not mentioned as measure is reported out by Senate Military Affairs Committee with assertion that existing law would not be changed.

By WILLIAM KROGER

Despite an attempt in the report of the Senate Military Affairs Committee to place over the patent provisions in the bill is established a National Science Foundation, the Army and Navy have expressed strong opposition to the procedure proposed for handing of patents arising out of research and development contracts.

No mention was made of the veterans' position when Sen. Elbert Thomas (D., Utah) reported out the bill to the Senate last Friday, the report stated. The proposed legislation makes no revision of existing patent laws. Privately, the report of the subcommittee that laid the bill on the table concluded that other committee with more expertise, it was believed that "a completely adequate formula" had been developed.

Patterson Critical—A letter from Secretary of War Robert P. Patterson, written a few days before Sen. Thomas made his report, was particularly pointed in its criticism of the patent provisions of the measure, although favoring enactment of the legislation if recommended changes were made.

The controversial part of the bill specifies that all inventions shall be available to the public on a non-exclusive and royalty-free basis except where otherwise provided in the contract. The Government could permit a contractor to retain past rights only when the agency made a finding that the research and development work could not be undertaken on any other basis, or when the contractor had made previous contributions to the development of the invention through research financed by the contractor. In all cases, the Government would have to be granted a non-exclusive, royalty-free license.

Double Efficiency—Patterson's letter expressed doubt that it would be possible to place research and development contracts with "existing" contractors under the terms of the bill. Further, he declared,

would have to renegotiate all their existing research contracts.

Primarily because of the patent features of the research program, it is not believed it can be retained before the Senate's action comes before Congress, although Senate Minority Leader Barkley has promised early action.

Raymond, Hazen Named To Fill NACA Vacancies

Arthur E. Raymond and Edward M. Hazen have been named by President Truman to fill vacancies on the National Advisory Committee for Aeronautics. The vacancies were created by the retirements of Dr. William F. Durand, Professor Emeritus of Mechanical Engineering at Stanford University, and of Dr. Edward Warner, now president of the International Civil Aviation Organization.

Raymond is president of the Institute of Astronautical Sciences and vice-president in charge of engineering of Douglas Aircraft Co., Inc. Hazen is a controller of the Pratt & Whitney Division of General Motors.

There are 18 members of the NACA named by the President and serving without compensation. Dr. Jerome C. Blacketer is chairman.



CONSOLIDATED'S XA-41:

General arrangement of the Consolidated Vultee XA-41, a close-support plane (AVIATION 30895, April 18) powered by a 2050-hp Pratt & Whitney engine. First flown in January, 1944, it has a maximum speed of 262 mph and a cruising speed of 200. Four JT 300 cameras and four .50 caliber machine guns were installed in the wing. Ceiling range is 20,000 feet, service ceiling 15,200 ft and gross weight 24,100 lbs. Wingspan is 55 ft, length 34 ft 6 in. and height 12 ft. 13 in. (Photo on Page 1).



BRITISH LIGHT TRAINER

General summary of operation and maintenance is claimed for this two-place British trainer, the *Road & Star*. Powered by two 130-hp Gipsy Major series I engines, Company says it may be parked out of doors in all weather. Two unique features are interconnected throttle and flap controls, and pressure engine rpm indicators. Maximum speed is 162 mph at sea level, cruising speed is 148.

Plan Giant Center For Supersonic Work

Government planning for construction of a giant supersonic research center for testing rail-mounted supersonic planes and missiles is in an early stage, according to Sen. Gay Gordon (D., Ore.).

Although officially the project still is "secret" information, important details concerning it have been released by members of the

northwest delegation in Congress. They are:

• The project will cost an estimated \$600,000,000, will be located in the Grand Coulee area of Washington state, and will be overseen by the National Advisory Committee for Aeronautics and the AAF. It will require 1,000,000 hp, or approximately 180,000 horsepower.

• The project will consist of a research center and five huge wind tunnels, all capable of testing full-sized supersonic aircraft. In addition, the AAF is mapping plans for a "dream city" on a 190-acre tract surrounding the research center, according to Sen. Hugh Mitchell (D., Wash.).

Now NACA engineers are now assisting field servers in the Grand Coulee area, looking to construction of the project in 1948. Government and NACA officials already have assigned officials of the Bonneville Administration to determine power supply for the project.

• **Appropriation.** Sen. Souza—Gen. Gordon anticipates an appropriation request for the project "postponement"—or at least before the year's end.

Maj. Gen. A. R. Wilson Named TWA Vice-President

Major Gen. Arthur R. Wilson will take over as vice-president of TWA in Europe as soon as he is released from the Army. He has been serving on the War Department Committee for National Guard and Reserve Forces in Washington.

During the war he was chief of

staff of the 7th Army in France, commander of the Continental Base section in Southern France and prior to that commander Atlantic Base section and Mediterranean Base section. He also served as commanding general, Services of Supply, Western Task Force in Europe.

He was the War Department's liaison officer on the Truman Investigating Committee of the Senate and also liaison officer with the WPA.

Problems Discussed At Boston Conference

Aeronautics problems varying from private flying regulations to the avenue of jet propulsion were aired at the Third New England Aviation Conference sponsored by the Aviation Committee of the New England Council on April 12 at the Hotel Statler, Boston.

Highlights of the conference addressed the following subjects:

• A plan for the elimination of local flight restrictions imposed by independent companies formed for the purpose by Robert M. Lane, president of All American Airlines Inc. He believes that "the major carriers, having specialized in long-haul service, are not psychologically equipped to provide local service, their thinking has been conditioned by years of catering to passengers in the higher income brackets."

He pointed out that New Eng-

land is ideal for local operations because the number of only five airports among the 45 municipalities of that region.

• A review of the new private flying regulations by Roger E. Knott, Souza CAA supervisor, Concord, N.H. He drew attention to the fact that they place more reliance on individual thinking and personal regard for the safety of others than did pre-war regulations.

• An appeal for more airports where they are badly needed instead of the existing emphasis on the fact that all 3,000 airports will have to be expanded if we could have one, urged by Robert F. Lepine, aviation manager of the Colonial Service Oil Co. He also urged the private pilot's desire for more airport markings, approved airports and a price of less than \$1,000 on the 14th.

• Keypoint on the present dearth of turbo-jet engine testing equipment—a primary deterrent to progress in this field—by K. S. Thompson, Aviation Division, General Electric Co. He urged support of an adequate research policy.

During the war he was chief of

Lockheed Names Yost Domestic Sales Head

Boswell elected to board of directors of Western Air Lines.

Executive changes that have just taken place in aircraft camps include:

• F. K. Yost, Jr. (Cleveland), former eastern district manager, named as new domestic sales manager at Lockheed Aircraft Corp. He will direct the sales activities for all Lockheed commercial and military aircraft throughout the U.S.

Canada and Alaska and will have supervision of the field offices in the country.

• Walter Bowell of the Sooie Steel Co., Los Angeles, elected to the board of directors of Western Air Lines. Other directors were retained. Ronald Keay of Seattle and Washington, D.C., was named a vice-president after having served as a representative representative. Robert L. Lewis, made secretary of the company. He is a former staff officer of the Bank of America and an attorney.

"Except for a few trained pilots who need basic training—off course," he says, "flight instruction alone doesn't make sense for the association who wants to earn a living by aviation."

veteran any leasing rate, as well as advise him on what mistakes from a leasing standpoint—he is making.

Another development forecast by a meeting called by the Aerostatic and Technical Association is reduction of V-8 restrictions against a Detroit Lincoln double-engine B-25B training and merchandise, for example. AAF bought in three students of the Spartan School of Aeronautics—which is training some 1,300 veterans—who pointed out that there will be ten or twenty graduated jobs for every flying job at civil aviation. But Day emphasized that a knowledge of flying will enable a machine to do a better job.

• **Hot 350,000 application.** Capt. Maxwell W. Hallinan vice-president of Spartan, stated that his school has had 150,000 applications from veterans who want to take flight instruction only. Hallinan has consistently opposed the giving of flight instruction alone.

"Except for a few trained pilots who need basic training—off course," he says, "flight instruction alone doesn't make sense for the association who wants to earn a living by aviation."

Orders for Sabre Exceed \$700,000 at N. Y. Show

Republic Aircraft has reported that orders for its supersonic fighter placed with distributors and dealers in the New York metropolitan area up to the closing of the New York airshow show approximated \$450,000.

Total Sabre sales as a result of the show, including direct sales at the show and the number of would-be purchasers who visited the display from other parts of the country and were referred back to their own dealers, were estimated by Republic to have been well over the \$700,000 mark.

The display was sponsored by the two Seattle distributors for the New York metropolitan area, North American Aeroplane Corp. and Seattle Flying Service and their 15 dealers.

Senate Sustains House In Slashing AAF Funds

The Senate last week sustained House action in slashing existing AAF appropriations \$25,521,000 in excess of maximum approved by the Budget Bureau.

The second supplemental revision bill, as passed by the Senate, cuts back AAF appropriations for

the present fiscal year by \$1,063,900,000, the amount recommended by the House. House Bill 2000 proposed a \$192,470,000 cutback.

Senate Finance Committee passed the revision measure, however, the Senate re-estimated a \$26,355,000 cut in naval aviation appropriations deducted mainly by the House. The Budget Bureau recommended a \$163,657,000 cutback in naval aviation appropriations, the House, a \$218,657,000 cutback, and the Senate, a \$183,657,000 cutback. The matter now is pending before a joint conference committee.

The \$100,000,000 in AAF remaining leaves the AAF for 1946 fiscal year appropriations of \$5,189,493. The \$100,000 cutback was eliminated by V-J Day, and since then the AAF has been maintained by non-contract termination returns.

AVIATION CALENDAR

April 11—Annual meeting of AIA. National Aero Club Convention and Ball. Hotel Statler, Boston, Mass.

April 12—Annual meeting of the American Legion Auxiliary, Boston, Mass.

April 13—American Institute of Maintenance, Boston, Mass.

April 14—Annual meeting of the American Legion Auxiliary, Boston, Mass.

April 15—Annual meeting of the American Legion Auxiliary, Boston, Mass.

May 2—AIA, Boston, Mass. Annual Convention and luncheon, Hotel Statler.

May 3—Joint session on personnel director problems, Boston, Mass.

May 4—Annual meeting of the American Legion Auxiliary, Boston, Mass.

May 5—Annual meeting of the American Legion Auxiliary, Boston, Mass.

May 6—AIA, Boston, Mass. Annual Convention and luncheon, Hotel Statler.

May 7—Annual meeting of the American Legion Auxiliary, Boston, Mass.

May 8—Annual meeting of the American Legion Auxiliary, Boston, Mass.

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PRIVATE FLYING

Private Aircraft Manufacturers Facing Severe Material Shortages

Lack of fabric, one of most critical items, likely to set back production of major companies; stockpile left from war now is virtually exhausted.

By ALEXANDER MCGURK

Private aircraft manufacturers are facing one of the most severe material shortages in years, with prospects that it will worsen.

Lack of airplane fabric, one of the most critical items, is likely to set back production plans of the largest producers of lightplanes, most of whom are using the material for wings or fuselages.

Alvins Only Small Supply. An industry spokesman revealed that current fabric requirements of lightplane builders are about 200,000 yds. a week. Few of the companies have more than a two or three week reserve.

The fabric situation is complicated by the fact that one manufacturer supplies about 90 per cent of the total amount used. Fabric makers say that far have been drawing on a stockpile left from World War II.

The situation may be eased, however, if additional fabric rolls are ex-



HOWARD GETS CERTIFICATE:

Beverly E. Howard, second from left, president of Hawthorne School of Aerobatics, Orangeburg, N.Y., recently was awarded an AAF Training Command Certificate of Service, in recognition of the school's work in training 1,825 draftees and French aviation cadets in 135,213 hours of flight, from Oct. 4, 1942, to Oct. 23, 1945. Hawthorne uses the last civilian contract school in the country to terminate its military pilot training program. Shown left to right: Sam E. Hawthorne, former school superintendent, now manager of Hawthorne Aeromarine, Haledon, Col. Preston Peeler, Turner Field (far), commanding officer, W.F. R. Biddle, Hawthorne instructor and general manager, Earl Haigler, office manager.

Collective Ordering?

Collective ordering by aircraft manufacturers, to assure a steady supply of materials, is being studied as one answer to the current aircraft materials shortage.

The Aircraft Industries Association last week sent out letters to the members of the major East Coast aviation manufacturers, and, shortly later, to the West Coast plane-piling men as to the need for some form of collective price charging.

It is likely that a meeting to discuss a purchasing plan will be held soon if industry reaction is favorable.

The government agencies' passiveness is disclosed again, and War Assets Administration is investigating this possibility at the urging of industry.

Hughes Adds To Problems.—An alternative source of supply was suggested by Hughes Aircraft, which operates several plants throughout the country in small lots. Washington representatives are seeking to have the Civilian Production Administration change the material exclusively to the airplane companies but in view of pressure from clothing manufacturers and public outcry for more fabric to make clothing there is doubt as to whether this will be done.

The situation may be eased, however, if additional fabric rolls are ex-

changed by Hughes—another principal airframe concern almost as critical as fabric.

Absentee Sheet.—Manufacturers now are promising delivery 10 to 12 months from the date of order, with a requirement of a minimum order of 10,000 lbs.

Sheet Steel in Various Types.

Electrical Supplies.—A factor in the overall shortage is the fact that many firms which were suppliers to the AAF during the war have reconverted to nonaviation products and are refusing to accept aviation orders.

Report Hughes May Build Rocket 185's

The Johnson Rocket 185, which last week received an approved type certificate from CAA, moved up several notches in its standing in the preusal plane field as the basis of reports from Ft. Worth that Howard Hughes was negotiating

for rights to build the Rocket in his newly-purchased Culver City plant.

Hughes was quoted as saying he had looked over the small plane field and the Rocket was his choice. It was reported S. B. Johnson, president, has proposed a deal under which Hughes would build 2,000 of the planes in the remainder of 1946.

Performance Is Excellent.—The Rocket has been regarded as one of

the most attractive high-performance personal planes in the market, but the ability of Johnson Aircraft Inc. to produce it in large quantities has been a major bar-

rier. However, who has had long experience in plastic plywood aircraft construction, gets into the picture, the plane's prospects for mass production are improved consider-

Bendix Using Three Lightplanes In Demonstration-Test of VHF

Series of flights in various parts of the country will show flight-weight line and check for regional reception problems; first, held at Newark, demonstrate art of advantage.

A series of flights to show the advantages of VHF radio for the private flier, and to obtain additional information about VHF reception in various parts of the country, was started by Bendix Radio, Bellmore, last week with a demonstration at Newark airport.

Workers attending the demonstration can hear some "split-scan" from the Army tower on a ground VHF receiver set up for the demonstration, but it did not seriously affect Culver's check calls. Gorden used 121.8 and 131.2 mcs. Intermediate transmission, while the Newark tower used 210 mc to talk to the plane.

Advantages.—Bendix representatives explained the demonstration with recordings of data made at Bellmore when the plane went out to a point 80 miles from the airport and followed a regular pattern of maneuvers and check calls.

Culver took off all the time, reporting his position, time, etc., every 10 miles until he reached a point 80 miles from the field. At the end of the out-leg he made a series of circles losing altitude and breaking to show how the aircraft would transmit when the plane changed direction. Fading was barely perceptible and contact was maintained throughout the turns and down to 1,300 ft. altitude. No repeats were necessary.

"Split-Scan."—The demonstration also included a 15-mile circle of the airport, with radio contacts at various points as the circle, followed by a series of steep banking turns and a 3-mile circle of the field at 500 ft. The test was made more severe because of the

Dealers Listed

The national flight demonstration tour of Bendix Flightweight-equipped aircraft is being conducted with dealers. Persons interested in witnessing a demonstration may check the dealer in their area for details. Dealers are:

Aero Enterprise, Inc., 600 Lincoln Avenue, Denver, Colorado; Atlantic & Great Lakes, 6100 48th Avenue, SW, Seattle; Atlantic Aviation Corp., 35 W. 48th St., New York (operator of the recent Newark show); Atlantic Aviation Service, Dallas, Avi- port, 1000 North Akard Street; Atlantic Aviation Corp., Detroit City Airport, Dallas Aero Service, Love Field, Dallas; Graham Aviation Co., Allentown Go Airport, Pittsburgh, General Cer- tified, Atlanta, Ga.; Glendale, Calif.; Anderson, Calif.; Air Activities, Inc., Mitchell Field, Milwaukee.

Hawthorne Aero Supply, Cranbury, N.J.; Palisade Air Service Corp., Inc., Palisade, Calif.; Pacific Aircraft Sales & Service, at E. 9th Lane, Hillside, N.J.; Pacific Industries, 2075 Elmwood, Rocky River, Ohio; Full-Wright, Inc., 100 Richards Road, Kenosha, Wis.; Service Aviation Corp., 418 Northwest Highway, Winona, Minn.; Service Air Service, Memphis Municipal Airport, Southern Municipal Airport, and Western Municipal Airport, and Western Airways Service, 1884 W. 9th Avenue, Port-land, Ore.



Bendix Test: Basil Culver, Bendix Radio flight engineer, checks for fading in begin first of series of flight demonstrations of new Bendix Flightweight radio, at Newark Airport. Note direction-finder loop mounted above cockpit, receiver speaker just behind pilot's head, fixed receiver antenna running back to sidefenders and 26-in vertical antenna rod for transmitters.

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Demand for CAA, CAB Regulation Highlights Non-scheduled Meeting

160 representatives attending New York City session break all protocol, press for answer to who official recognition of new industry; petition to Board now being prepared.

Representatives of the broad, aggressive post-war generation of non-scheduled operators, 160 strong and most of them veterans, held their first national meeting last week and looks all precedents in recent aviation history by demanding recognition and regulation from the Federal Civil Aeronautics Board and Civil Aeronautics Administration.

They made clear that they are not band-bus operators, nor charter, but previously defined the term, and they disagreed with pre-war (mainly band bus) which was approved before CAB last year and anticipated any regulation whatever.

Object to Engineers' Report—They objected to certain sections of the engineers' report on the non-scheduled case, however, because of its failure to reflect the much more important non-scheduled business which has developed since V-J Day with hundreds of surplus transport flown by these new passenger and cargo transport companies.

Although their request to the Board to reopen the non-scheduled case is not expected to be granted, they have been invited by CAB to file their views. That petition is being written, suggesting "sound, practical, well-made" regulations.

United Front—"We are presenting a united front because we do not want to be destroyed by attack from this industry," George Beescher, Institute counsel, said in the morning session held in New York's Waldorf-Astoria Hotel.

All of the speakers reflected that federal regulation of some kind is inevitable, and imminent, and there was an air of urgency to get the Institute organized, and complete the most constructive suggestions of the speakership for speedy presentation to the Board.

leg operations are committed to competitive actions." The question was asked, however, how much longer the members of the ATA might hold their fire?

At least eight carriers or affiliated industry firms joined the original 16 members of the Institute, with tentative acceptances from another 18. In addition to the 160 representatives, mostly organized Air Cargo, American, on the Pacific Coast, Long Beach, with a membership of 11 California passenger and cargo carriers, was represented by its president, Howard Payne, of U.S. Aviation Corp.

Proposed that the association be divided into passenger and cargo carriers, motioned support. Two committees for these subjects have already assumed importance in the association's structure. Other carriers who have been flying both cargo and passengers thought it was too early to divide the membership right off into two sections. No final decision was reached.

Urge Several Categories—Stark Airways proposed that CAB be asked to issue a separate cargo certificate encompassing higher gross weight than aircraft and other differences from passenger-carrying planes. Another proposal would call for four classes of CAB non-scheduled certificates: passenger, cargo only, contract cargo, and trans-photograph-calling, etc.

Beescher developed an open document for contributing enough funds to the Institute to have a capable, full-time director, who would be well enough known to receive CAA, CAB, and Congress.

(Turn to page 50)



Basic Officers: Among officers of the Institute of Air Transportation are (left to right): H. A. Cook (president of Transmarin), vice-president, George Beescher, legal counsel; Gilbert Smith (Transmarin), secretary; Edward Jenkins (National Skyway Freight), a director, and E. O. Schausman, executive vice-president.

Passenger Committee Report Sets Institute Policies

The report of the Passenger Committee of the Institute of Air Transportation established the policy at the Institute's first national meeting in New York last week. Because of its importance to both scheduled and non-scheduled air transport, the report is abstracted for readers of AVIATION NEWS. Robert Cook, president of Transmarin Airways, presented the report as chairman of the Committee.

The Civil Aeronautics Act ... has failed because the scope of the legislation and its application in a particular class of the carrier is made up precedent set by radio communications public utility commissions, and ICC. Today no manmade has set over precedent.

State laws, rights-of-way, highways, and river courses have no influence on an airplane. Yet, one operator might institute a service over a 100-mile route with terminals in different states and fed himself right in a web of federal regulations because he is an interstate operator, while another might institute service over a 5,000-mile route within Texas and be subject to no Federal regulation other than airworthiness because he is an intrastate operator. Where is the consistency here?

How unfortunate it is that sensible action proposed by the engineers fails to correct that, and only tends to make the situation worse avoided. If the engineer's recommendations on Doctor 1981 are acted upon as recommended, there can be only one answer—that that CAB place before all other duties the protection of the already certified scheduled airlines and do not let it be forgotten to do so. The public interest will be best served if the trans-portion properly adapted to the present and future needs of the foreign and domestic passenger, postal, and national defense.

No League Step—Chiefly oral argument before the Board Nov. 26, 1946, in Doctor 1981, the large majority of non-scheduled operators insisted for complete exemption from any form of federal regulation other than airworthiness. This ... was a disastrous action. The non-scheduled air transport field is no longer the little stepchild of pre-World War II. If we are committed with our conviction that the non-scheduled operator performs a valuable and necessary public function, then we must insist on federal recognition and regulation.

Without such regulation in the past, the large airlines would never have recovered from the many disasters suffered in the war in which they fought themselves. Beyond their benefit, the Act proved to be instrumental to the development and expansion of scheduled aviation, for it made known to industry, state and local governments, and to the public, that the Federal government recognized the value of transportation to this country's commerce, prosperity, and security. This is what the act must do for commercial non-scheduled air transportation.

Therefore, such regulation as is enforced must be sound, cautious, well studied, as well as sound, encouraging, and educational.

Based on Pre-War Flying—The recommendations of Examiner Middle and Henderson constitute a prudent, well thought-out and judicious product but it is based upon the pre-war level of non-scheduled activities. This very fact invalidates the report and destroys its credibility ... only with proper federal

regulation and protection will non-scheduled operators survive and establish themselves in the eyes of the public as an ethical, reliable, responsible, and necessary part of the air transport network. Whatever our economic destiny may be, it must certainly only be financial doom if the proposed regulations are adopted indefinitely Paragraph C of the proposed changes in the remaining order.

This portion of the proposed order has several stipulations, any one of which would seriously hamper non-scheduled operations. Let's take together they could and would suffice completely this type of operation. For example:

"It shall be a condition to the operation of a fixed base air carrier that said carrier shall load the transportation of persons and property for compensation or hire to the transportation of persons or property on trips originating at the principal place of business of the carrier, and to bases originating at other points but which are destined to said principal place of business, and that no trips shall be made between other points, save between points between which reasonable direct service is available by air carriers operating under certificates of public convenience and necessity issued by the Civil Aeronautics Board, except that such trips may be made on a usual, occasional and infrequent basis. Trips in excess of 100 in any calendar month between the same pairs of points between which reasonably direct service is available by air carriers operating under certificates of public convenience and necessity shall be deemed to exceed a usual, occasional and infrequent basis."

Arbitrative Function—The arbitrary ruling provides the possibility of shortening return loads to points near one's base of operations, and together with the stipulation that limits trips to a usual, occasional and infrequent basis, strikes at the very heart of our economic survival.

Here is clearly indicated the Board's desire to protect the scheduled airlines—but protect them from what? They are already virtually subsidized through mail contracts. Certainly this fact alone prevents any large degree of rate competition. It is also not likely that non-scheduled passenger operators will be able to compete in speed and comfort with, for instance, a Commercial.

Rather than being competitive, the non-scheduled operation is the perfect complement to the scheduled; it provides a means of reaching out-of-the-way towns which the cost that places for convenience and necessity above that of the scheduled service.

Should you establish a high frequency operation between points over which no certified air carrier provided service, and should the route be awarded at a subsequent date to a certified carrier, you would be compelled (under Paragraph C) to reduce your operation of the route to a usual, occasional and infrequent basis, and this in spite of the fact that you had the initiative to develop the route in spite of the fact that you placed your investment in property to prove the route, in spite of the fact that you might have had a concurrent application for a certificate on the route.

To avoid this, we must demand regulation which will provide us more protection; something akin to the grandfather rights existing at the time of passage of the Act.



AIR TRANSPORTATION—"SUBWAY STYLE"

Passenger at shoulder to shoulder in this converted C-45 operated by Bass Airways, complete non-scheduled service now starting between Boston and Miami. Generator maintains the professional evidence of continuous work handled by Northrop at Ontario, Calif. Passengers include Harold M. Collinge, ATC pilot, and Bernard Davis who bought the charter plane with his war savings, hope to soon enough with their "Bengaline" to set up a coast-to-coast freight run.

to command national respect. Schedules of dues were not set. One suggestion was to have them as gross tonnage of aircraft owned by each member.

Richard Prentiss, president of the Flying Tanager, was honored for president, but he expressed the opinion that no executive of any institute member could serve the time limit if he had his own company. He agreed with the proposed amendment by attorney to engage a full-time director.

New Line Allocated
Seven Surplus C-54's

As Transport Corp., New York, now ran a scheduled line which planned to set up a truck air cargo service between New York and the West Coast has been allocated seven Douglas C-47's from the War Assets Administration. Seven will be used by the firm.

One or two criteria indicated they could merit nearly all awards and certificates students have imposed by CAB on the entries. But other speakers advocated the best possible recognition without distinction.

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The Child's in William D. Cowley,
See Action Suite of Young Edward

Proposals

The passenger committee of
the Institute of the Yarmouthians

make those recommendations to the manufacturer. That is, the proposed exception would attach to the manufacturer's report by effecting exemption of those testing effort originated or completed prior to the final operator's main base, those long-term non-scheduled service areas, and those short-term non-scheduled flights to a research facility between any pair of stations, between which no scheduled and those which would reduce a non-scheduled operator's service over any route later granted a certificated carrier.

be selected to diagnose the review performed, and the term "evaluated non-scheduled service" is proposed.

That no licensure be placed on non-scheduled clinics as to frequency, duration or intermediate points served and would an interpretation of "reasonably brief service" can be obtained from the Board further recommendations on this subject can be made.

That prior operation of a gas-baked-oven must be considered as strong evidence in support of waste applications, and prevention against contamination by the board of other agencies in the country.

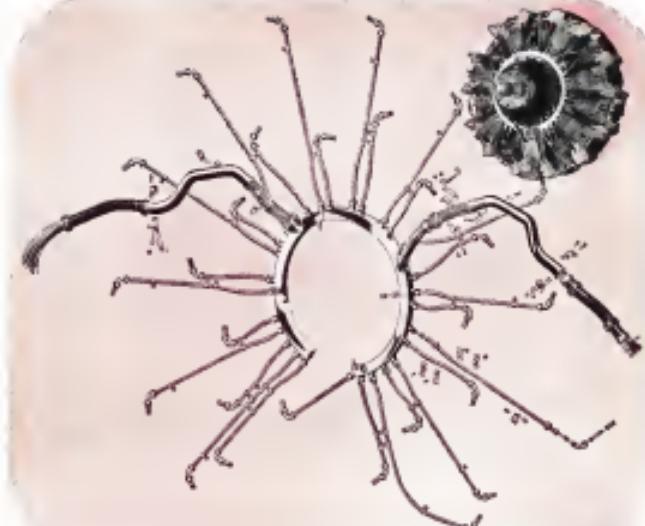
That Board regulations be further simplified to extent of re-arranging fair benefit review administrative structure by the outcome-regulated re-insurance procedures and overall and point-of-service reviews to a greater extent. That the Board place in effect non-scheduled services the provisions of CAA draft rules to standardize operations in

Corp., New York, for international pic-
ture and foreign business.

Tom Davies of C-GRA's 10th International
Air Transport Co. of Mexico, and his
consolidated VFWF-A, to Mexico City
as a visitor at Vicksburg, Calif.

CIA-C-412 to Capt. E. W. MacKenzie
of White House, D.C., who will act
to carry official press, French and
Spanish in wordless and unscripted
titles. One CIA-412 held at Pacific

Tele Charge Services Inc., of Los Angeles and Pacific AT&T Systems of Santa Ana, Calif.; AT&T Long Distance Telephone Co., of New York City; Western Telephone Co., of San Francisco, Wash.; Western W. H. & B. Bell Telephone Co., of St. Louis, Mo.; Allstate Corp., of Chicago, Ill.; and Alcoa's Communications Corp., of William D. Chastain, Vice-president, Alexandria, Va., to
Supplemental application of Serial No. 37-1114, filed 10/10/36, by P. Matson, of San Francisco, Calif., for "Aeroplane Propeller," assigned to Aeroplane Propeller Co., of Glendale, Calif., Jack Amanian, Progressive Engineers, San Jose, Calif., and Fox J. Hansen, Seattle, Wash.



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Air safety comes in odd shapes

Akerson knows the vital importance of clear radio reception as a safety factor in flight. Yet, the ignition system of every gasoline engine is capable of creating disastrous static discharges.

To eliminate the danger, aircraft designs must

shielded Ignition harnesses as built by Thielert and equipped with Auto-Lite Strobolastic. Thielert harnesses and Auto-Lite Strobolastics have been tested and proved in fighting planes all over the world. Today both are available for greater safety in radio time air travel.



Announcing

THE NEW

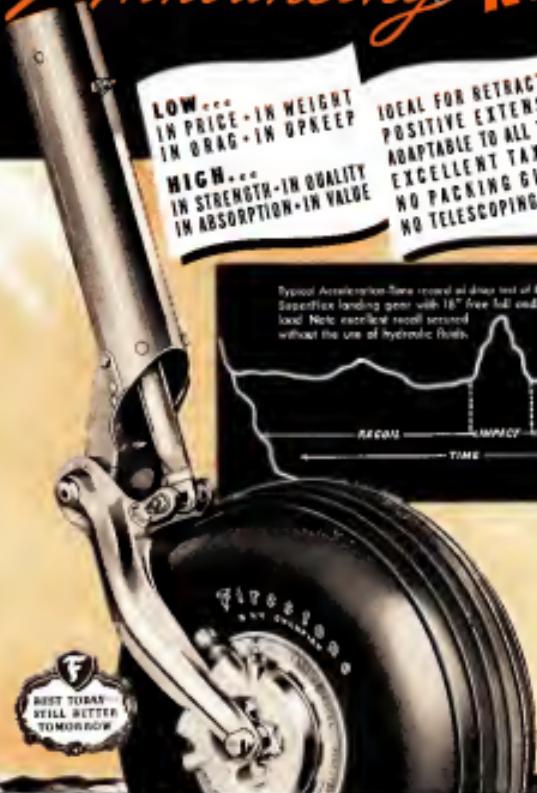
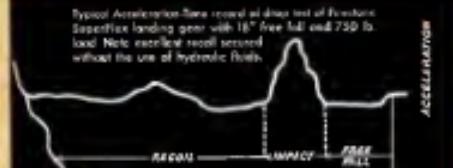
Firestone Super-Flex LANDING GEAR

LOW...
IN PRICE - IN WEIGHT
IN DRAG - IN UPKEEP

IDEAL FOR RETRACTION
POSITIVE EXTENSION
ADAPTABLE TO ALL TYPES
EXCELLENT TAXIING
NO PACKING GLANDS
NO TELESCOPING TUBES

HIGH...
IN STRENGTH - IN QUALITY
IN ABSORPTION - IN VALUE

Typical Acceleration-Time record during test of Firestone SuperFlex landing gear with 18° free fall and 750 lb. load. Note excellent recoil section without the use of hydraulic fluids.



Line up in the Fair of Firestone
Auto Mfg. Company near NYC.

Copyright 1946 by the Firestone Tire & Rubber Co.



FIRESSTONE RESEARCH has designed, developed and perfected a new type of main landing gear standard which combines simplicity, high performance, low weight and low cost. The new Firestone SuperFlex landing gear consists of a vertical tube with the upper end attached to the aircraft structure and the lower containing a controlled rubber spring absorption unit which is connected to the wheel through a simplified linkage. The landing load is absorbed by rubber displacement and air compression resulting from the upward movement of the wheel. Roll is positively controlled by the use of friction materials.

The Firestone SuperFlex landing gear was especially designed for personal aircraft with maximum gross weights within 3,000 pounds. Simplification of design, made possible by years of experience as a supplier to high production industries, offices stamping and eliminates highly machined surfaces with "expense" close tolerances. These manufacturing economies result in surprisingly low costs.

Elimination of many parts used in

conventional landing gears permits a welcome reduction in weight.

Low oscillation rate control and damping characteristics provide excellent taxiing qualities.

There is no possibility of the landing gear sticking. Extension is positive and certain.

There are no retarding pulses, no oil compartments, no packing glands.

Minimum overall section width and height make the Firestone SuperFlex landing gear ideal for retraction and permit lower center of gravity.

Clear, compact design assures low drag in extended position.

Maintenance costs are remarkably low — there are less than one-year intervals in maintenance and the entire unit can be replaced in a hurry, easily and quickly accomplished by the removal of a few bolts and nuts.

Here is the revolutionary landing gear for your new design of aircraft. The new Firestone SuperFlex landing gear sets entirely new standards of safety, economy and reliability. Ask about it today.

PERSONNEL

Smith Succeeds Sewall As President of AOS

C. E. Smith, chairman of the board of American Airlines, has been elected president of American Overseas Airlines to succeed **Stenner Sewall**, released from his duties as president to undertake an important assignment for the War Department. **Malcolm R. Johnson**, executive vice-president and general manager, was elected to the board of directors in place of **Brent T. Tamm**. **C. D. Brewster**, vice-president, was named a director succeeding **C. W.**



Ralph, secretary of American Airlines. **Charles J. Bassett** (left) has been named director of cargo services for United Air Lines. He has been assigned to the regional vice-president in charge of eastern operations. **D. V. O'Leary** (right), veteran in air transport, has been appointed manager of storage for United's newly organized property department. The new department will direct lease negotiations, acquisitions and disposition of real property, inventory control and stock room operation.

Randy Bassett, formerly chief traffic editor for the Civil Aeronautics Board, Randy Bassett has re-



signed as manager of the National Air Safety Bureau with offices at 405 B. Western Ave., Los Angeles. The service will handle all safety work of the CAA and CAB by making available information and publications with suggestions for safety meetings, general safety subjects, personnel placement studies, commercial air transport, aviation accidents, safety legislation and similar. A limited amount of space will be available for consultation.

W. H. Kamm has been named assistant general traffic manager for Alaska Airlines, was headquartered in Anchorage. He was with Mid-Continent Air Lines and Southwest Airlines, prior to joining the Air Force. **A. J. Kinn**

has been named assistant traffic manager for the airline in Seattle. He has been general traffic manager for Northwest Air Lines and passenger traffic manager for the old Boeing Air Transport Co.

James H. Hussey, formerly supervisor of flight service and contract administrator for Trans Aerial Corp., has joined Electronic Specialty Co., Los Angeles, manager of Ranger Aircraft Radios, as special factory representative.

R. E. Sherrill has resigned as general manager of the Aircraft Division at Willys-Overland Motors, Inc. He joined Willys-Overland from Consolidated-Vultee Aircraft Corp., where he was works manager for the Nashville division. He also has been affiliated with Spartan, Chamberlain and Southern Aircraft Corp.

Robert E. Knott, chief project engineer for the building of Supercat Aircraft Corp.'s Little Super and Big Doggy experimental biplanes, has resigned to become chief engineer of Stanley Hitler Jr.'s United Helicopters, Inc., at Berkeley, Calif.

E. A. Miller (center) has been named manager of the enterprise and agency department of PICA after 11 years on the traffic staff of the association. In his new post he will direct the airline's traffic activities relating to other associations, bureaus and agencies. Miller has been serving in northern divisional traffic manager with offices in Knoxville.

Loren E. Thomas, Jr., recently with the Mary Bureau of Assassins, has been appointed assistant to the factory manager at Chase Vought Aircraft, Stratford, Conn. Before joining the Mary, Thomas was with Firestone and prior to that was with the duPont Co.

Charles H. Kammel has been named district manager of the automotive, aviation and government sales division of E. F. Goodrich Co., in Los Angeles, succeeding **Joe E. Scott** who recently resigned to join Pacific Aerospace Corp.

James E. Bassett (left), recently with the ATC, has rejoined Eastern Air Lines and has resumed his duties in charge of the New York city per-

Fleet Resigns

Malvyn B. Fleet has resigned as president of the fleet to Consolidated-Vultee Aircraft Corp. He organized Consolidated Aircraft Corp. in Rhode Island in 1935 and was president until 1945 when the corporation consolidated with Vultee Aircraft. He is the consultant with the Culver valve corporation after the merger in a consultant.

sharing office. **Frank H. Matrix** (right), who was with the Navy, has relocated to Eastern and been ap-



pointed Great Lakes division agency manager with headquarters in Detroit. Matrix was with Eastern from 1949 until he joined the armed forces.

Malvin J. Stern, formerly manager of public relations for the Wright Aeronautical Corp., has been named promotion manager for Aviation, Aviation News, and Air Transport, Inc., who joined Wright in 1948 as editor of the promotion, marketing and employee pages. He has directed advertising and public relations for the company's seven plants. He has been with several metropolitan newspapers in editorial capacities.

C. A. Stetson (right) has been appointed controller of the Ryan Aeromarine Corp. He will remain in his position as corporate controller. **William E. Dierberg** also is secretary, controller and a member of the board of directors of the sub-unitary Ryan Sales Co., Inc., of San Jose.

Stanley Finkler has been appointed director of advertising and publicity for Continental Air Lines. He previously has worked for American Airlines, Lockheed Aircraft Corp., Alitalia Airlines and Air Express International Agency, Inc.



MESSAGE TO A MAN FALLING FOR A PIPER CUB

Brother, we know just how you fell. You're on the hook of a great big wonderful adventure, and we don't blame you for being excited!

May we give you a little advice?

(You'll be getting plenty from me on)

The finest lubricant you can make

is the best oil fuels and lubricants for

your plane.

So, with pardonable pride we present

to Phillips Aviation Products. You'll find them everywhere throughout the great Middle West. And, for good lubrication and a clean motor, we can supply you with plenty of Phillips de-iced 30 octane fuel.

At big airports and small, look for the big orange and black 66 sign. It means gasoline and oil developed by a company as air-minded and enthusiastic as you'll ever meet.



FINANCIAL

Survey Views Aircraft Industry As Sustaining Force in Economy

Study by Standard & Poor's lists it in "Growth" category but sees early consequences as speculative; spectacular airline expansion forecast, with profit outlook less optimistic.

The long-term position of the aircraft and air transport industries is represented in a general study released by Standard & Poor's. Titled "How Long Will the Boom Last?" this special study examines all major industries and places the aviation group in the "Growth" category.

The advisory service significantly comments that, "As a rule, the equities representing growth industries are considered to provide dividends, even though the industry's sales may tend to revert to general trend. Successive price increases, increasing profit margins and, frequently, a trend toward lower earnings as invested capital are as characteristics of most growth industries as their sales expansion."

Outlook. Summarized: "The aircraft industry is considered to be a sustaining force in the general economy. The group's profile is summarized as follows:

Military business will be large, once a defunct national policy is discarded on all probability, production of military planes will be considerably larger in 1947 than in 1946 and will continue as an advanced and fairly stable level thereafter.

Substantial deliveries of new commercial planes are not scheduled until 1948 and early 1949, when many additional types will be in production. From then on, annual commercial output of \$250,000,000 to \$300,000,000, including exports, can be expected to at least three years. Even thereafter, volume should be large.

Total aircraft sales of between \$1,000,000,000 and \$1,400,000,000 will compare with negligible amounts in pre-war years. In other words, a new major industry has been added, with its long-term growth trend still to be defined.

The service concludes that "until

their relative positions are more clearly worked out, consumers in any individual line will find considerable speculative risk."

Spectacular Airline Growth Seen. —A spectacular growth for the airlines is predicted with the profit outlook less rosy. The estimate is advanced that the domestic airlines will be flying 7,000,000,000 miles by 1950, or three times the 1946 total.

The earnings area, however, is expected to be much less spectacular. "Studies show that the industry's sales may tend to revert to general trend. Successive price increases, increasing profit margins and, frequently, a trend toward lower earnings as invested capital are as characteristics of most growth industries as their sales expansion."

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Added Envelope Given. —Added emphasis to the current surface earnings picture is advanced by the comments of W. A. Patterson, president of United Air Lines, at the company's annual meeting.

He said profits in 1946 will be substantially lower than in 1945. The company further expects to do some financing soon to meet the expense of a proposed \$22,000,000 expansion program over the next 10 to 15 months. That financing probably will take the form of bank loans and will subordinate the existing equity.

Officials Continue To Sell Holdings

Aircraft company officials continued to liquidate their holdings during the month of February. This is revealed in the summary of transactions recently released by the Securities and Exchange Commission.

Hughes S. Pritchett sold a total of 5,000 shares of Aviation Corp. during January and February, leaving 25,536. C. Coburn Durig sold 500 shares in the same period, retaining 17,500. Max Oppenheimer, president of Avco, also sold 500 shares in avionics. Irving B. Babbitt and Carl Kindt both received options to purchase 25,000 shares of the company's common stock.

Sherman M. Fairchild continues to liquidate his holdings, selling 11,300 shares of Fairchild Engine & Airplane, keeping 110,599, and 405 of Fairchild Camera & Instrument, retaining 78,870.

P. A. Willis sold 1,200 shares of Beech, holding 1,016. Charles A. Swan liquidated 900 Curtiss-Wright common, releasing 380. J. E. Town disposed of 100 Eastern Airlines, keeping 1,600. Swan's investment is rising as the underwriters for a new stock issue to be sold by PaineWebber.

It was also revealed that Richard W. Muller, upon becoming vice-chairman of Northwest, owns 6,600 shares of that company's stock.

There were more buying than selling in the airline group.

The Hughes Tool Co. again has increased its buying of TWA stock, purchasing 3,200 shares bringing its total holdings up to 437,350.

Charles E. Beard bought 900 of Eastern to increase his interest to 2,300 shares. George Howell purchased 500 shares of Eastern.

Can You Identify this new transport?

See second paragraph below.



One major AIRLINE can profit by this wealth of ADVERTISING EXPERIENCE



Let us show you our "Blueprint for Successful Airline Advertising" . . . a study based on 18 years of getting results for aerospace advertisers

To some one major airline . . . whose expansion progress demands advertising grand to send pay load skyward . . . this well-established advertising agency offers an exceptional combination of experience, knowledge, vision and skill! We know flying . . . know how to sell it . . . have been doing it successfully since 1928.

Here's one example: This agency produced the fast-moving magazine and newspaper campaign which, starting from scratch last September, has helped win rapid and

widespread acceptance* for Martin 200's. We'll show you more examples of successful campaigns produced for other advertisers with the "Blueprint."

But the "Blueprint" goes beyond account stories. It shows where and how major airlines are spending their advertising dollars . . . gives latest available figures on their expenditures . . . shows copy appeals and media they are using. It presents an analysis of the public mind an airplane . . . and an analysis of shippers' minds and practices on air

freight. From such facts and figures, plus our 18 years of successful experience on the trade of aviation, it draws definite conclusions . . . which blueprint the basic course for giving your airline more traffic and more profit-perserving dollar revenue.

We're ready to show the "Blueprint for Successful Airline Advertising" to airline top executives . . . and we promise that you'll find the time well spent. No obligation. Please or write to William VanSant, president, and cause a date that will suit your convenience.

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MAGAZINE

Leads ALL Aviation Magazines in AIRCRAFT ADVERTISING



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WAHO

SKYWAYS April issue carried more total advertising than any other consumer aviation magazine

SKYWAYS is the only aviation magazine to show an increase in total advertising for the first four months of 1946

It's quality that counts

PRODUCTION

Latest Leases Indicate WAA Shift to Sales-Percentage Basis

Recently-announced contracts with Kellert Aircraft Corp. and Jack & Heets are based on future net business with increasing scale of minimum payments called for.

A definite trend toward acceptance by War Assets Administration of the aircraft industry's philosophy that leases of surplus war planes should be based as a percentage of sales is seen in the fact that most the leases recently completed, or now in negotiation, are calculated on that formula.

Recently announced leases are with Kellert Aircraft Corp., of Philadelphia, Pa.; Jack & Heets, Inc., Cleveland; Peacock, aeronautical and agricultural are the firms under whose Kellert takes over the lease of the current parts plant at Lansdale, Pa., operated during the war by B&F Industries Inc.

Details of Lease—Kellert's annual rental will be 2½ percent of net sales with a minimum of \$44,400 the first year, \$177,000 the second year, \$330,000 the third year, and \$344,000 the fourth and fifth years. For the first three years, the maximum total rental for that period will be \$335,000. There will be no maximum for the fourth and fifth years.

The Jack & Heets lease covers two plants used by that company during the war at Bedford, Ohio, and machinery and equipment at facilities in Maple Bluff and Cleveland. For the first two of the five-year period, rental will be 2½ percent of net sales, with a maximum of \$30,000 per year and a minimum of \$47,000. Rental during each of the last three years shall be \$67,000.

Other Details Omitted—Other plans have not been revealed by WAA.

Sale of its wartime surplus planes and gear mount plant at Burlington, Vt. to Dell Aircraft Co. for \$1,000,000 each, slightly above the "estimated fair value" of \$847,457. An initial cost of the plant was \$100,000.

Sale of the plant at Evansville, Ind. It used to manufacture P-43 wings to Service, Inc., for \$100,000 each. Actual cost was \$1,489,321,

and estimated fair value is now \$190,000. Served plants to use the facility for production of basic air conditioning units.

Sale of the establishment at Toledo, Ohio, used in wartime by the Northern Aircraft Products division of Aviation Corp. to the Owens-Illinois Glass Co. for \$384,000.

Sale of the Kinner Motors engine parts plant at West Hollywood, Calif., to the Mikado Engines Corp. for \$180,000.

Sale of six surplus engine plant at Bedford, Ind., to General Motors Corp. for \$176,765.

Sale of six aircraft parts factories of Malden, Mass., to Lavanau Machine & Tool Co. for \$184,750.

Sale of Bausch & Lomb division of G.M. for \$1,125,891 of its wartime aircraft parts plant at Flint, Mich.

Sale of the Curtiss-Wright Plant No. 3 at Newark, N. J., in the Essex County Island of Chasten Freehold, for \$380,000.

Canadian Helicopter

First three-plane helicopter to be built in Canada will be ready for test flights late in May. It was designed by Stephen B. Cottrell of New York and manufactured by Research Products of Canada Ltd., for Intercity Airlines Co., Montreal. Designated the S.G. Mark VI, it will carry two passengers and pilot, plus 186 lbs of luggage.

Intercity Airlines expects to use the helicopter in service between Cornwall, Ont., Montreal, Quebec, the resort area of Lake Tremblant, Greenwich, Sherbrooke and Thetford Mines, the approach to the Canadian Arctic Transport. Need for service aircraft test flights.

Grumman Develops New-Type Autopilot

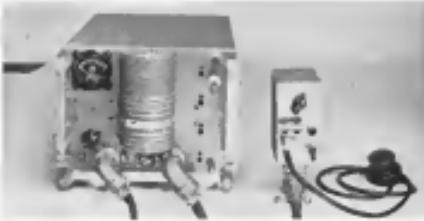
Regardless of the position and attitude of an airplane, the autopilot, administered by the pilot, Grumman's new GH-1 autopilot pilot will instantaneously and automatically "take over" and continue flying the airplane in its existing flight attitude.

Raymond B. Grant of the C. M. Johnson Co., Grumman Aircraft Engineering Corp., is announcing engineering details of the robot for the first time in the April issue of Aviation Magazine, disclosure that the lightweight, simple, automatic



GLOBEMASTER PRODUCTION LINE:

This is the first photograph showing progress of Douglas Aircraft Co.'s production of massive C-74 Globemaster transports for the Army. Now in operation in the company's Long Beach, Calif., factory are planes Nos. 4, 5, 6 and 7 of a 14-plane contract. The prototype, which made its Army service test flights, and planes 2 and 3 are nearly ready for flight. With the line now stabilized, delivery should be at the rate of one every two weeks. Assured reliable landing facilities, the Globemaster could circle the earth at the equator in three hours. Its nonstop range is 5,000 miles. Cruising speed is up to 275 mph. Fuel tanks carry 11,600 gallons of gasoline to feed four Pratt & Whitney Wasp Major engines. Payload capacity is 125 troops or 30 tons of cargo.



NEW RCA TRANSMITTER.

This new lightweight aircraft radio transmitter is being produced by Radio Corp. of America, whose engineers say the high power and multi-frequency operation required of aircraft radio transmitters at the cruising range and speed of modern planes increase the built-in features of this device. The four-channel transmitter weighs slightly more than 40 lbs and is capable of supplying 25 watts of output power. It has what is described as a fool-proof band change switch. The transmitter, the AVT-4, is the first unit in a new RCA line of matched equipment.

Flight device designed for warplanes can be readily adapted for use on passenger commercial aircraft.

#1s Self-synchronizing. — The unit is anti-synchronous — it automatically synchronizes a continuous adjustment relative to the frequency of the signal received. Indication of the plane's flight altitude at the moment of the engagement of the automatic pilot.

Thus, climb, level, coordinate turns, and climbing and diving turns may be accomplished while an automatic flight by simple finger-tip operation of a small control lever in a manner similar to the operation of a conventional airplane control stick. The laws of all maneuvers are controlled by the operating limits of the automatic pilot, these being: 20° in roll, 45° in pitch, 30° in yaw, and bank, 45 deg.

#2 Wright 22 lbs. — These assure economy, compactness of equipment, weight approximately 22 lbs. Interconnecting fittings, wiring, and fittings increase the weight slightly.

The Avco Dividend Declared

263 Planes Sold By FLC in February

Sale of 263 surplus aircraft, plus aircraft parts, with a total value of \$15,357,211, was made during February. The Office of the Foreign Liquidation Commissioner has announced. Sales price was \$11,021,330 14 percent greater than in January.

Comparative FLC aviation sales through February totaled \$44,411,692, of which \$7,376,785 was from FLC stocks account, and the balance from surplus held by War Assets Agency.

#3 Removal Conditions Set. — The State Department, under whose authority FLC functions, has issued new regulations concerning the considerations FLC can accept in surplus disposal. In brief, these considerations are cash or credit settlement or cancellation of debts against the Government; and other property, real or personal, tangible or intangible.

In the main, the regulations merely clarify and re-affirm policies under which FLC has been operating. The bulk sale of aircrafts in England to Great Britain was included in the lead-time settlement with that country, and similar arrangements are pending.

Aluminum Prop.

A propeller forged of light-weight aluminum has been developed for the first time in terms of lightness. The McCauley Corp., 1515 Howell St., Detroit, manufacturers of the propeller, reports preliminary tests indicate that the aluminum propeller is 10 percent lighter than the standard aluminum propeller.

Miles Milerbar Prototype Scheduled to Fly Soon

First prototype of the Miles Milerbar, all-metal, high-wing monoplane with fully retractable tricycle undercarriage and twin fin and rudder, is scheduled to fly before the month is out.

Advantages listed for the "Mile-Lipper" are that the take-off run is shortened, the rate of climb is increased, and a faster cruising speed can be achieved with the same engine and performance. Maintenance expense is eliminated. The propeller is corrosion resistant since it cannot swell, crack or warp and weather elements have little effect. The compression ratio will be available for use with Commercial A.R., A.T., C.R. and C.G. engines.

Consolidated to Receive

Overhauls at Linden, N. J.

Lockheed Aircraft Corp. has established a supply and overhaul base at O'Hare Field at Linden Airport, Linden, N. J.

The base will supply spare parts and facilities for repair and overhauls of selected components of Consolidated. Walter McGaugh will be in charge.



earthbound or skyborne

they have this in common

To solve the complex problems arising in the operation of such mobile war-workers as the Lockheed Convoys, Foote Bros. have developed Power Units, light in weight, compact in size, that apply power directly where it is needed at the discs required, whether in flight or on the ground.

In aerial personnel planes their use will shorten the pilot of many manual operations and in propeller engines they have proved of great value in preventing unnecessary vibration.

Because Foote Bros. Power Units provide great freedom in the design of aircraft and aircraft of many other applications have been developed under their aegis. On road construction machinery, power units, cable and motor drives and finally four discs of other types of equipment—discs, pump, steering, disc-brake, disc-hub, disc-clutch, disc-operated disc, etc.—provide control, instant operation and assure more power per pound.

Foote Bros. engineers will work with you on the design of a Power Unit to meet your specific needs.

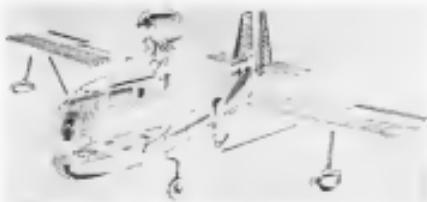
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State



SEABEE CONSTRUCTION DETAILS:

Engineers' drawing shows relationship of major construction components of Republic's four-place States amphibian.

which are turbines driving propellers and developing approximately 1,000 hp each.

The plane has a span of 55 ft., overall length of 38 ft., 1 in., height 10 ft., 8 in. and a cabin volume of 774 cu. ft. Width of passenger seats between centers of the six seats is 34 in.

Performance—It has a maximum speed cruise enabling speed of 210 mph, an 18,000 ft. in economical cruising speed of 175 mph, and a maximum fuel air range of 1,800 miles. Version of passenger version will last for 300 miles at 3,000 ft.

El Segundo Engineering

To Be Shifted to Plant

Return of Douglas Aircraft Co.'s El Segundo, Calif., engineering division to the El Segundo main production plant adjoining Los Angeles Airport is expected to begin soon.

Since 1943 the engineering division has occupied quarters nearly two miles from the factory as a wartime security measure.

When the move is completed the division's present facilities will be taken over by the Santa Monica headquarters of the Civil Aeronautics Administration, now located in Santa Monica.

Cal-Aero Tech Acquires Lockheed Wind Tunnel

Cal-Aero Technical Institute (formerly Curtiss-Wright Technical Institute) at Great Central Airport, Glendale, Calif., has now acquired a wind tunnel as a major addition to its Engineering School laboratory. Located by Lockheed Aircraft

1946. The dividend is payable May 15 to stockholders of record May 5, 1946. A payment of the same amount was made to common stockholders for the previous quarter.

All outstanding shares of \$1.25 cumulative convertible preferred stock were called for redemption on March 1, 1946. Prior to that date 163,716 shares of preferred were converted into common stock, and the balance of the 170,000 shares redeemed for cash. The entire outstanding capital stock of the corporation now consists of 1,376,285 shares of common stock.

Nazis Evolved Sonic Test

For Bubbles in Bearings

German aircraft engineers had developed a sonic test as a means of detecting the presence of air bubbles between the liner and races of ball bearings. It is reported by the U. S. Naval Technical Museum which went to Europe to study German production techniques.

Testing is accomplished by the measurement of a sound burst sent through the bearing by a 10-megacycle oscillator. The bearing is placed in a jar in such a way that the laser passes through the bearing in a radial direction. As the bearing is rotated the sound is detected on a wave meter, indicating a sharp drop in the amplitude of the sound signal as an air bubble.

50-Cent Dividend Voted

By Convair Directors

Dividends of Consolidated Vultee Aircraft Corp. have declared a dividend of 54 cents a share for the three-month period ended Feb. 28.



FIRST FACTORY INSPECTORS:

From Aeromarine Corp., among the first aircraft manufacturers to qualify under the new CAA rules, the first company employees to be named as CAA Manufacturing Inspection Representatives, recently staged this ceremony to mark the occasion. Left to right are: J. G. Seave, chief of the CAA Manufacturing Division; R. A. Winkfield, CAA Senior Aircraft Factory Inspector; T. V. Mihel, Paper size-principal, and Paper Products Inspector; Howard C. Mable, William P. McCracken and Jeanne Buckle.

TRANSPORT

Presidential Action Anticipated To Forestall TWA Pilots' Strike

Expected to appear emergency board to prevent interruption of commerce; walkout, set for this week, would be first in ALPA's 16 years of existence.

By BLAINE STUBBLEFIELD

The President is expected to appoint an emergency board to forestall the TWA pilots' strike, due to start sometime this week.

So far the only facts available are that the situation between wings commissioners and both the executive and TWA pilot is expected to settle differences in the pilot demand for higher pay on Skyliners and Constellations in domestic and foreign service.

Lockheed. Discreetly — Presumably that TWA would have discharged aviator pilots and let the strikers go was unanimously discounted although the president of one airline recently negotiating with ALPA privately threatened to establish a four-engine check-out school and discharge union pilots.

TWA's strike ends in the first in its 16-year history of existence. The Midway Labor Council which represents all airline employees, and which has kept labor peace on the rails for 18 years, now is faced with a test of its efficiency in air transportation.

Like Facilities Command. — TWA officials declined comment, saying the airline wing committee is responsible with the further strike procedure and for all public information concerning it. TWA is one of 11 airlines which recently gave power of attorney and full responsibility to the committee to negotiate wage policy on basis as well as fringe benefits.

David L. Behrman, ALPA president, refuses to recognize the committee, insisting that he is dealing only with representatives of individual airlines, as in the past. A representative of the individual airlines is negotiating always at present of conference, but the committee's authority has been recognized by the CAB and the Justice Department although not entirely by the National Mediation Board.

Legal Steps Outlined. — Under the Railway Labor Act either party, after failure to settle a dispute, may

invoke mediation by NMB. On failure of that step NMB tries to get them to arbitrate. These efforts have been fruitless thus far.

If the President's move fails that the situation therefore necessitates intervention of interstate commerce may be appointed as emergency board, which has 30 days in which to investigate the case and recommend terms of settlement. The parties then are pledged not to strike for 30 more days. There is no compulsion in either side during the 30-day period, and at its close parties again are free to act.

Skidley Viewed As Equitable. — Every member widespread opinion that most pilots consider terminating regular hours of work, especially in view of the fact that thousands are service employees already equipped paid ALPA sums to lower the week month times the present 65 hours. (War emergency hours law still 100 hr.)

Behrman. At a recent press conference, and that salutes of \$10,000 to \$100 per year had been proposed on the best-paying route. Some first pilots on two-engined domestic operations are earning \$1,000 monthly, but the average is

Contact Deadlines

Below are which it satisfies pilot contracts, with more than 200 assignments, are due as follows for further information:

American, Inc., Oct. 1; Braniff, July 1; Chicago & Southern, July 15; Colonial, Aug. 31; Continental, Sept. 1; Delta, Aug. 1; Eastern, July 21; Illinois, June 15, 1947; Midway, Dec. 31; Northeast, Sept. 1; Northwest, Oct. 15; Pan American, June 30; Panair, Nov. 1; PCCA, Dec. 31; TWA, Jan. 31; 1947; United, Sept. 30; Western, Nov. 1.



INSIGNE REDESIGNED:

Eastern Air Lines well-known flying "Rock Hawk" insignia has been streamlined and revised from the shape of an aeroplane to the tail, or shown above. The bird is in red against a blue and silver background.

1946, by now Co-pilots, comprising about half of ALPA's membership of 6,000, get week long. His argument for the increase especially mentions the larger earning capacity of the new four-engined aircraft. TWA employs about 1,000 pilots on 2,070 route miles.

Flight Vote Expected. — The strike, obviously taken under difficult circumstances, is reported as 88% to 12%, leaving about 175 not voting. Polling of TWA pilots would be investigated as a matter of routine by the emergency board.

Intermission of service on TWA would periodically interfere with both domestic and international commerce and would severely affect the schedules of many other airlines. Industry spokesman say ALPA is trying to make its ends by hitting one airline after another. They add, however, that Behrman now is on the defensive, as public opinion will weigh against him in emergency proceedings.

Stansfeld. Continued — He says ALPA has made exhaustive efforts for eight months toward peaceful settlement. He says that on last Friday of TWA accepted a proposal of arbitration but withdrew it on March 12. Ralph E. Dawson, chairman of the board of directors, namesake, states that as late as April 3 the mediation board recommended arbitration to both sides, and that it was promptly accepted by the airlines. New information received as the final attitude was the strike call, he said.

CAB Members Are Highly Critical Of North Atlantic Rate Agreement

Subject PAA, AA and TWA representatives to searching cross-examination on whether U. S. carriers pressed for low-rate principle in face of foreign carriers' policy.

By CHARLES L. ADAMS

Searching cross-examination by CAB members to determine whether Pan American Airways, American Airlines System and TWA artificially lowered the principle of low over-the-line fares at the North Atlantic Traffic Conference of the International Air Transport Association forced last week's oral argument on the rate resolutions adopted in New York early last month.

Chairman L. Welsh Pogue, Vice-Chairman Oswald Ryan and Member Harlan French expressed deep concern that the temporary \$375 New York-Paris fare adopted by the conference showed a latent willingness on the part of the three American carriers to accept the high-rate views of the foreign participants. Pogue, after inter-

ing in extensive exposition of the circumstances and it seemed to him impossible, yet true, that the airline conference had arrived at the \$375 figure without giving any consideration to a lower fare.

PAA Classics Stand.—Following a statement by Howard C. Westwood, American Airlines attorney, that PAA made no effort to present arguments or statistics either in behalf of the \$375 New York-London fare which it had previously endorsed, or an open rate, Ryan and French asked PAA Attorney Friendy J. Friendly for an explanation.

Friendly declared there was nothing and at the conference to indicate that either the British or French would accept anything approaching the \$375 fare Pan Ameri-



TALKS WITH KING:

Brig. Gen. T. R. White, chairman of TWA's board of directors and director of its International Division, pictured as he talked aviation with King Farouk of Egypt during a recent tour of Payne Field, Cairo. TWA recently extended its American route to Cairo.

can, he continued, was in favor of an open rate, but did not vote against the proposed fares because by so doing it would have taken up the full responsibility of blocking the agreement that guaranteed it from going before the Board.

American Explanation.—At this point, French inquired whether it would be fair to state that Pan American gave up its position for a \$375 rate without a struggle. Friendly countered that PAA believed it was the responsibility of the Board, not of a single defendant, to pass judgment on the proposed \$375 rate.

American officials declined they would have preferred a rate below the \$375 figure but that since no cost estimates were available, American could not effectively present this point of view to the foreign carriers. Wrenn asserted that cost imponderables for American's trans-Atlantic operations had precluded a minimum of \$100,000 annually and possibly more, added that American could not afford, within \$10,000 what the majority costs for foreign landing fees alone would be.

Other Factors.—Edison—Rebata, leading his, which American in-

dicted might be "staggering" at present costs to Gardner, PAA listed other imponderables as foreign catalytic bases, "which go as high as 30-40 cents a gallon," overseas communications services, foreign currency fluctuation and pilot's pay.

In answering American's contention that it would have backed a \$375 rate had PAA presented supporting data, Friendly observed that American, which claimed to have no cost figures of its own, had filed elaborate statistical studies in support of its \$-comps-a-mile fare when it presented its trans-Atlantic application before the Board in 1944. At the New York meeting Friendly went on, American seemed generally willing to compromise with the \$375 rate provided no other airline was over 40% above a rate.

Brig. Gen. Lach of Delta Air commented that in his opinion the conference must have set a judgment rate "without any supporting economic data" and that the fare agreed on had "apparently been picked out of the blue." He expressed interest in the feasibility of the Board's approving the principles of the trans-Atlantic rate structure as outlined in the conference resolutions but disapproving the actual fare set.

Both TWA and American representatives declared that agreement on the rate pattern, including the form of fares as a ceiling rather than a base basis and establishing of the "gateways" principle, represented the most important accomplishment of the New York meeting. They also said that the subcommittee operating to develop operating regulations was already at work, but that time would have to be given in which to have mass permission and, perhaps, new rates.

The Board previously approved participation in IATA by U. S. air carriers, but agreements made then also await submission for CAB action.

Australian Line to U. S.

The Australian Government, with New Zealand, will operate an airline from Sydney to San Francisco via Fiji, Cocos Island and Hongkong. It was disclosed recently by Air Marshal Richard Williams of the Royal Australian Air Force. Williams, who was en route to Washington to meet IATA representation on the U. S. and the line eventually might extend to New Zealand and Vancouver.

American Expands Washington Service

The rapid comeback of U. S. commercial aviation from restricted wartime services was spearheaded last week by American Airlines' addition of one new DC-4 flight between Washington and New York. The service expansion, largest single increase ever announced domestically, brought American's Washington-New York round trips to 27 daily, again 18 the week before.

Using DC-4s and a single 56-passenger DC-4, American currently had a daily seat capacity of slightly over 400 each way. With the recent addition of seven 55-passenger DC-4 flights and two 50-passenger DC-3 schedules, total accommodation has been raised to almost 500 daily.

Cuts Time.—American's DC-4 service between La Guardia Field and Washington National Airport requires one hour and 29 minutes, 15 minutes less than DC-3 flights. Other new services

PC-45s May 1 will operate service to Northern Michigan on AM 41 with stops at Duluth, Superior, Ashland and Chicago; to Grand Rapids, Bayport and Toledo, Ohio; to Milwaukee, Madison, Oshkosh, Fond du Lac, Winona, St. Paul, Duluth and Superior.



CAPITALS LINKED:

When Colonial Airlines inaugurated direct air service from Washington to Ottawa and Montreal over routes 71 and 71 F last week, it flew two DC-2s into the U. S. capital with distinguished guests aboard, one was Raymond James (left), Colonial president, and George Hooper, U. S. mail air attaché to Canada.

One Service to South Sta., Maine, operates northeast section of the route; the other will be delayed until suitable airport facilities are available. Schedule July

What GPM DO YOU NEED FOR PLANE FUELING?

THE ERIE 54 FUELING PIT illustrated at left is available in two capacities:

Fig. 213—36 GPM
Fig. 310—100 GPM

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an increased later in the spring to accommodate peak vacation travel.

Colonial—On April 20 inaugurated its new Pan American Airways and Pan-Caribbean Airways terminal at its new terminal at the Atlanta International Airport. The new terminal has been designed on an acre and a half of land and accommodates up-to-date immigration and customs procedures in the most modern fashion. It also features a 10-story, 100-room hotel. Colonial has the dual responsibility of chartering foreign planes for customers of Pan American and Pan-Caribbean.

PAA—Has announced plans for the renovation of its three newly modernized transatlantic terminals at New York, London and Paris. The cost of the \$2 million expansion is being considered in its budget.

Delta—**American**, **Delta** and **United**—The three major carriers in New York and Chicago have agreed to a three-year lease of an airplane with 100 passengers between the United Kingdom, France, Italy, Spain and Portugal.

Opposed by AA and TWA—In opposition, representatives of American Airlines System and TWA indicated that PAA's present difficulties in obtaining landing rights in the Balkans have been well-pledged.

The end of the scheduled meeting of British, Belgian, French and American foreign ministers in Paris this week will be an important step in drafting peace treaties with Balkan nations, and that the treacherous will permit agreements on landing rights in Central Europe.

Clothes Carried by Air

Twenty suits recently sent by air express from England were on display in a Saks Fifth Avenue store 72 hours later.

PAA Seeks Route To Skirt Balkans

Major negotiations in Pan American's New York South Atlantic committee are ongoing because Russia's "iron curtain" makes imperative 90 percent of PAA's London-Ciampia route. Company representatives told the Civil Aviation Board in recent meetings.

Delegates say that PAA still is having difficulty permission even to make survey flights on its route segment through Romania, Hungary and Bulgaria. Henry J. Kennedy, PAA

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attorney, said there is no chance to believe the U. S. will be able to get operating rights in those countries. Yugoslavia within "the reasonable foreseeable future."

Euroavia—Soviet—in view of these conditions, French envisioned, CIA's purpose in mounting the event in India last June can only be fulfilled if PAA is permitted to skirt the Balkan-dominated Balkans by flying to Calcutta via Italy and Greece, with full and permanent traffic rights at both countries.

Based on the remarks, he asked AA to eliminate restrictions which confine AA to single points in the United Kingdom, France, Italy, Spain and Portugal.

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SHORTLINES

PAA—American Aviation has tested a new cabin and has developed for global services a new type of cabin. The American Airlines crew completed more than 1,000 stewardess flights.

Canadian Pacific Air Lines—announced recent record for 1964 during a low rate depreciation of 100,000 passengers. The short rate was 100,000 of 1963 passengers. For the period May-August, passengers throughout the Dominion in the second half of the year resulted in a profit for that period.

Chicago—**Southern**, which will place 10-passenger DC-3s in service May 1, has received commitments to order 10 for the first quarter of 1966 50 percent above the same period last year.

Colacalpa—passenger miles flown were 10 percent higher in March than the same month in 1964. Company plans to add 10 aircraft to its fleet of 100 before the year ends.

Mexico Air Inter-American, S. A., Cuban airline, will carry about 120,000 lbs of mail daily between Havana and Miami under a new contract with the Cuban government for transport of all Cuban mail to the U. S. The mail will move by rail to Miami.

Mid-Continent has started a training division at its personnel department to acquaint new employees with company policies and procedures. Operating revenue of \$322,076 for February was 96 percent over the same month last year. Net profit of \$10,000 compared with a net loss of \$70,000 in February, 1964.

National has started a \$100,000 project on a 64-acre tract adjoining the 36th St. Airport in Miami. Included are a 16-acre asphalt apron for plane parking and new-type aircraft overhead hangar.

PAA—Has a new 3-year contract with Cals for transport of Cuban air mail to Mexico City, Bogota, Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica and Panama.

The long haul started a 20-week course in engine operation for 40 Central American students at San Jose.

CAB SCHEDULE

AA—To Atlanta on board of United Air Lines to connect with Delta Air Lines to Atlanta, Georgia, April 22.

AA—Flight 100 to New York, April 22.

AA—Flight 101 to New York, April 22.

AA—Flight 102 to New York, April 22.

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IAT—Significant Newcomer

THIS most national gathering of the newly organized Institute of Air Transport is the first encouraging sign of order in what has appeared to be a day heating and disorganized field.

The business representatives of the new and consolidate national organization have decided to let transport industry—carrying the psychological stigma of "un-certified carriers"—voluntarily formed their own association to raise standards, improve their own efficiency and public service, and—wonder of wonders—deserve federal regulation. (Story on Page 16)

Members of the Civil Aeronautics Board who have decided some time ago to act in effect to stop out the most constructive kind of regulation for these operators, welcome the organization and will want to brief with interest. The results can be CAA; whatever it may be, will certainly be a better product than if the board had not had the benefit of the thinking and experience of this new business about which we talk so little.

These operators carry no cargo on their schedules. They are in no better news with the federal government. The certificated airlines, are among those operators they are convinced they have taken no losses from the war, but they certainly expect to take all of the blame for the terrible accidents and deaths from the midwest and the track lines. They have built up a commendable safety record and hope to maintain it. They want no federal subsidies—only a chance to give a fair test to their ideas. They realize that all of them cannot succeed financially, but they receive the funds most deservedly right to support their industry in their home areas. There have a few more drivers in this decision, and by no means should they be scoffed at as last-minute or thought of the air. At its first meeting in any extension of future action, the new institute will be highly successful.

Repechable Sales Talk

THIS picture to the right, and its accompanying caption, are not an Aviation News item. Both appeared originally in a stock-paper, illustrated monthly sheet called "The Repechable," published by the National Fire Protection Association. It is a publication that believes it is not the National Board of Fire Underwriters. Both, however, by its inaccuracy, is not only grossly damaging to aviation. It will not even mention insurance business.

Apparently the single purpose of the publication is to prove that the insurance companies of America do not play at the top of the pecking order's roost of fire-watching partners to us repechable here. But at the insurance industry's insistence, mentioned dissemination of such photographs, with an annotation that "This can happen."

There will be fewer new airports built, or present airports extended, unless the insurance public does. That will mean more new insurance business, in aircraft equipment and property, fewer airports to insure, fewer planes to insure. It is not the only bi-faceted possibility that the entire national airport program could be doomed by such unguarded proclamations taken up by surface carriers and other sources of aviation. We consequently question, even from the standpoint of the insurance interests we cannot see that such claims are anything but grossly misleading and deceptively short-sighted.

From the standpoint of aviation, such material really exaggerates a condition for beyond the point justified by facts. We doubt if the National Board of Fire Under-

writers would publish an own statistical compilation of the safety record our home ever being hit by a lightning bolt. The Board would not help to encourage, but it certainly would not encourage, either. And the board should as all insurance policies that insure the CAA consider the losses as minute—especially in peace time—so to be virtually worthless of consideration.

This is not an argument against the principle of insurance nor a criticism of the game mechanics. Help the insurance companies, but do not do it at the expense of the public. The most dangerous single example of misguided public relations by a responsible industry that we have ever seen, is a protest against condoners of a policy which permitted such tactics.

Horse Age Vision

Many in outstanding authorities in aviation, industry, government, and other distinguished citizens are working hard to prove their innocence before hearings in May at San Marcos will tell us whether a National Air Policy Board.

Gentlemen. Despite other qualities which had elevated him to the position of chief of staff of the U.S. Army, Maj. Gen. John L. Hanes on Sept. 21, 1935, told the *Montgomery Advertiser*: "In my opinion, the surprise is never going to take place in the cockpit." The mystery will always have to supplement the airplane with its consciousness."

The Army disclosed the mystery the other day, the captain's role in the last war is left in history. Let's not measure another horse age witness in next month's hearings.

Roscoe H. Moore



* When a six-passenger civilian plane dropped in to call on the residents of this suburban Chicago home, fortunately the family was not and the visitors escaped serious injury. It might happen anywhere.

The Condor meets his match...

In South America the Andes tower into the sky along nearly 5,000 miles of mountain mountain chain. Needed across its peaks, like the lofty layers of soaring condors, are the heavier-than-air-made birds—the flightless commercial airports on the globe.

Most of these fields lie at elevations ranging 10,000 to 10,000 feet. One airport is 13,000 feet above sea level. At altitudes such as these, the weight factor at takeoff is a critical one.

8,000 Feet—BC-3 Take-Off Flight Path Comparison

8. Distance required without jet or dashes to reach a height of 10,000 feet, assuming one engine fails at take-off speed:	
Weight	Distance
20,000 lbs.	2430 ft.
23,000 lbs.	2790 ft.
26,000 lbs.	3150 ft.
29,000 lbs.	3510 ft.
32,000 lbs.	3870 ft.



Send in today for your FREE copy of "Report Card" which is a study of commercial and domestic aircraft performance in altitude and distance. Department: Engineering—Aerojet, Calif.



THE POWER OF THE FUTURE

Aerojet

AEROJET ENGINEERING CORPORATION * AFFILIATE OF THE GENERAL TIRE & RUBBER CO.



BOTTLENECKS

are our meat!

It may be a part—or a complete sub-assembly. But if it constitutes a bottleneck in your production, maybe we've got the answer.

If it's a question of "materials" then we probably cannot help you (tho sometimes we've licked that too). But if it's a matter of insufficient equipment and floor space, or insufficient trained labor, we've got something to talk about.

Ever hear of a "portable assembly line"?

We've got the most flexible type of operation you can think of. For more than fifty years we've been making things for the other fellow.

Teaming up, fitting our facilities to his needs, integrating our production and deliveries with his assembly lines has called for extreme flexibility . . . even ingenuity.

With many products going thru at the same time, we know what it is to tool up in a hurry (we average a new product to get into production every 7 days). In many cases, we've suggested changes in materials, methods or

design that have cut the costs and sped up deliveries.

That's our business

We got the tough ones—the bottlenecks that are holding up some manufacturer's production. We take over the responsibility for complete assemblies or sub-assemblies.

Of course we like to get some of the easy ones too, but we have thrived on those bottlenecks that have kept some of our good friends coming to us over a long period of years.

It costs you nothing to find out!

We cannot make everything, of course. But we can quickly tell you whether we can pinch hit for you. All you've got to do is name the problem and give us a look at it.

May we take a look at your "bottleneck"?

* * *

Write on your business stationery for our illustrated brochure describing the Lewyt organization. Lewyt Corporation, 88 Broadway, Brooklyn 11, N. Y.

